

*November 14, 2019
I-81 Corridor Coalition*

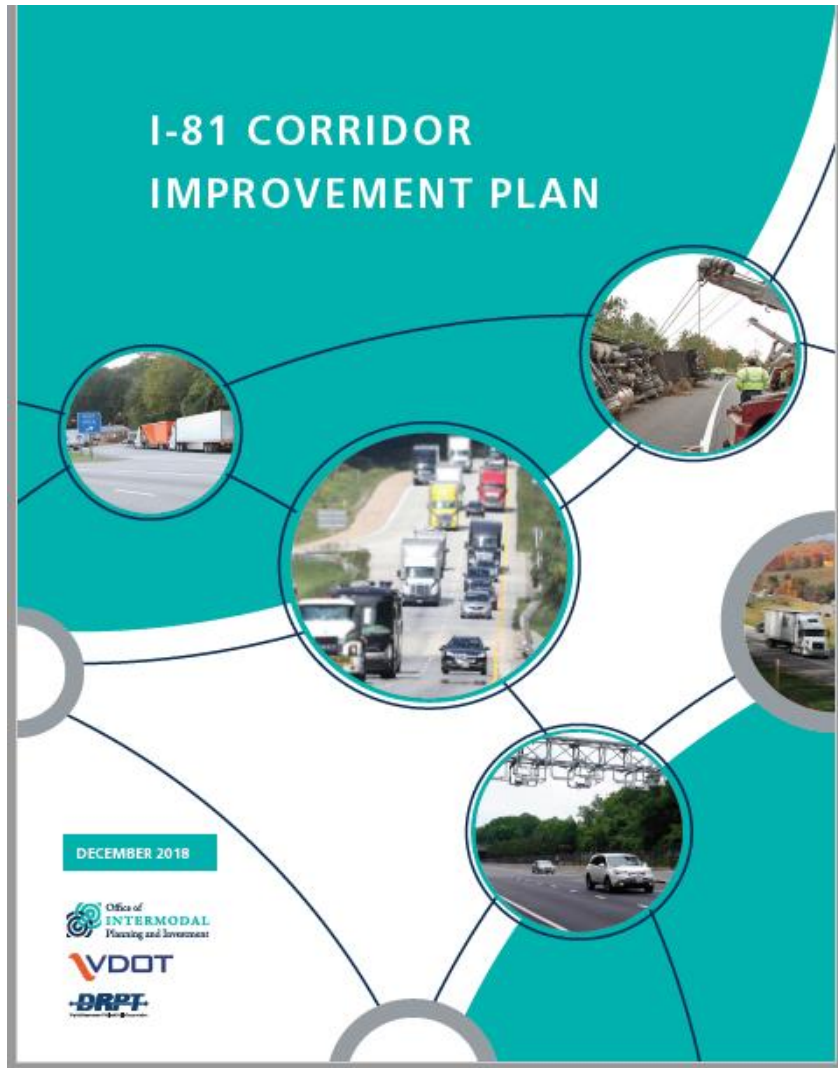


Virginia Interstate 81 Corridor Update



Dave Covington, PE
I-81 Program Delivery Director

I-81 Improvement Plan Overview



Public Outreach

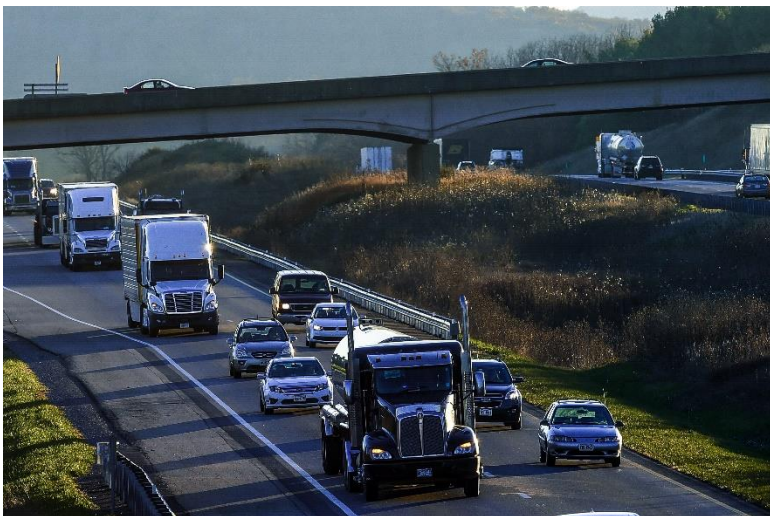
12 Public Input Meetings
5 CTB Updates
2,000 + Comments from the Public
950 + Meeting Attendees

Public Input Meetings – Seeking Feedback

- ✓ **June:** Identified problems; safety, congestion, and other issues
- ✓ **August:** Proposed targeted solutions and potential funding options
- ✓ **October:** Prioritized solutions and identified potential funding options and economic impacts

I-81 Operational Improvements Plan Summary

| Improvement | Estimated Implementation Cost | Estimated Annual O&M Cost |
|---|-------------------------------|---------------------------|
| Expand Traffic Cameras & CMS | \$10,750,000 | \$ 615,600 |
| Enhanced Safety Service Patrols | \$1,663,000 | \$1,744,200 |
| Contract Emergency Clearance | \$3,500,000 | \$3,591,000 |
| Parallel facilities Improvements | \$27,100,000 | |
| TOTAL | \$43,000,000 | \$5,950,800 |



I-81 Operational Improvements Plan Summary

1. Cameras

- 51 new cameras
- Completion – Spring 2020

2. Changeable Message Signs

- 31 new changeable message signs (8 feeder routes, 23 mainline)
- Under contract by early 2020.

3. Flashing and Static Chevrons

- 8 locations
- Completed Winter 2019



I-81 Operational Improvements Plan Summary

4. Safety Service Patrol (SSP)

- 4 new routes, several routes expanded
- 18 additional patrol trucks added for expanded operations
- Service hours increased from 7 day x 12 hr. coverage to 7 day x 16 hr.

5. I-81 detour plans completed & distributed

6. Operational Planning Activities

- Emergency Lane Clearance Improvements
- Improvements along detour routes (Signal operations, minor geometric improvements at intersections, traffic re-entry strategies)
- Traffic Operations Center staffing increase

7. Truck Parking Study – Formation of a Task Force (VTRC lead)

8. Speed Enforcement – Formation of a Task Force

I-81 Capital Improvements Plan Summary

| <i>District</i> | <i>Number of Projects by Type</i> | | | | | | | | |
|---|-----------------------------------|-----------------------|----------------------------|------------------------------------|------------------------------------|--------------------------|--------------------------|---------------------------------|---------------------------------|
| | <i>Widening</i> | <i>Auxiliary Lane</i> | <i>Truck Climbing Lane</i> | <i>Acceleration Lane Extension</i> | <i>Deceleration Lane Extension</i> | <i>Curve Improvement</i> | <i>Shoulder Widening</i> | <i>Total Number of Projects</i> | <i>Total Cost (millions \$)</i> |
| Bristol District | 1 | 3 | 3 | 6 | 10 | 4 | 0 | 27 | \$285.2 |
| Salem District | 4 | 0 | 0 | 4 | 2 | 3 | 0 | 13 | \$875.3 |
| Staunton District | 4 | 1 | 2 | 10 | 4 | 1 | 1 | 23 | \$838.1 |
| Total I-81 Corridor Number of Improvements | 9 | 4 | 5 | 20 | 16 | 8 | 1 | 63 | \$1,998.8 |

I-81 Capital Improvements Funding and Scheduling

| Mile Marker From To | District | Jurisdiction | Study Project ID | Direction | Improvement Description | Hybrid Prioritization Rank | SMART SCALE Benefit/Mile Rank (25%) | Risk and Readiness Rank (15%) | VDOT Input (60%) | SMART SCALE Benefit Rank | Proposed Environmental Document Type | Proposed Delivery Method | Order of Magnitude Estimate Range | Estimated Project Development and Delivery Timeline (using D/R/B as schedule) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 313.8 | 317.5 | Staunton | Frederick County/ Winchester | 63 | Both Directions | Exit 313 - 317 Winchester Widening | 41 | 29 | 40 | 4 | 9 | CE | D/B | \$204M - \$268M | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

- Pay-as-you-go scenario
- 19 year delivery
- Notice the project “gap.”
- Project schedule is preliminary and subject to change.

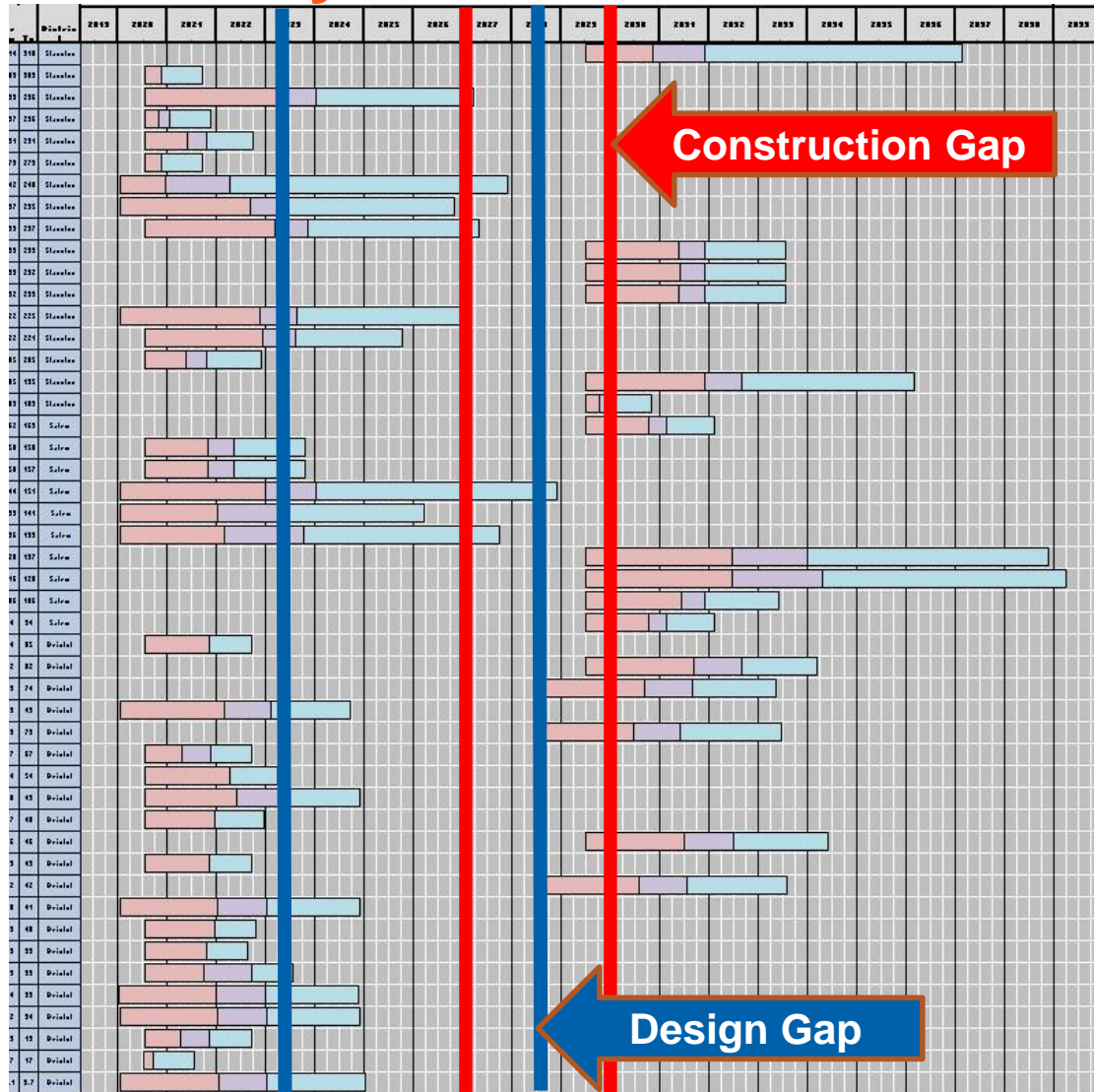
I-81 Capital Improvements Funding and Scheduling

| Estimated Project Development and Delivery Timeline (using D/B/B as schedule) | | | | | | | | | | | | | | | | | | | | | |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | |
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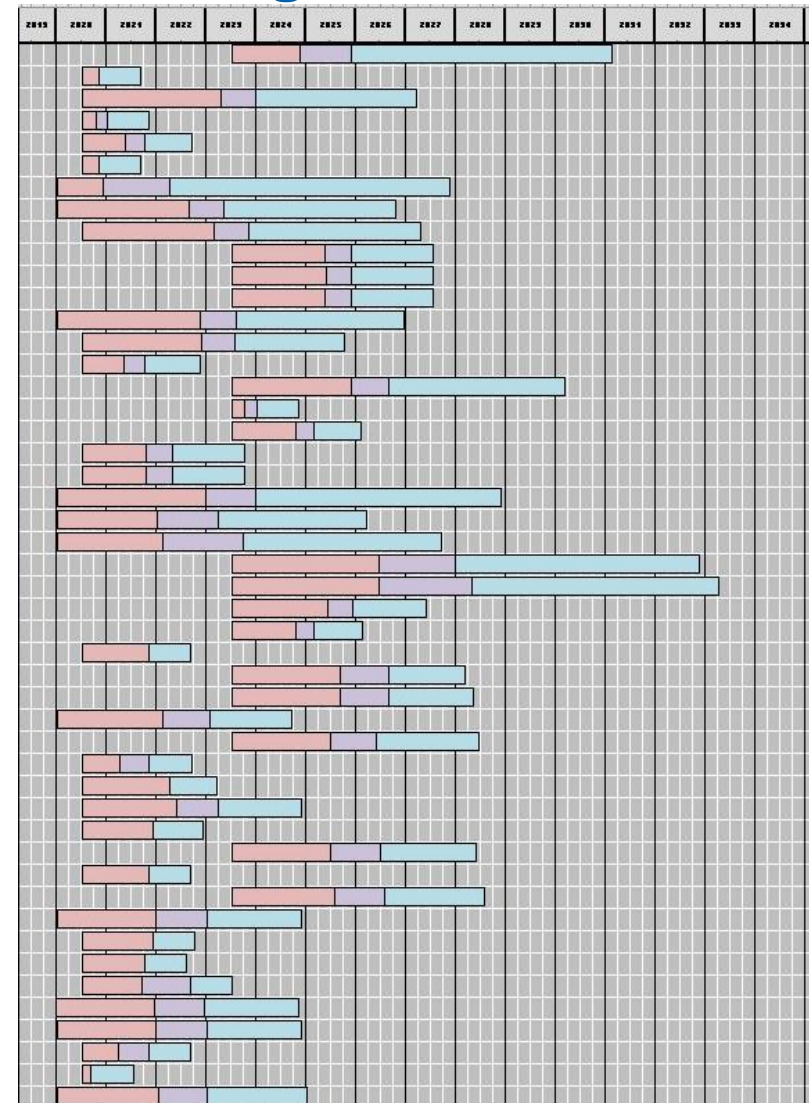
- Bonding scenario
- 13 year delivery
- Notice elimination of the project “gap.”
- Project schedule is preliminary and subject to change.

I-81 Capital Improvements Funding and Scheduling

Pay-Go Schedule



Bonding/TIFIA Schedule



I-81 Capital Improvements Funding and Scheduling

- Yes, the text on the previous slides is too small. Download your own copy...
- Visit the VA CTB website at www.ctb.virginia.gov
- At the top, click on “**Projects**”, then “**Major Projects**”
- Select “**I-81 Corridor Improvement Program**”
- Scroll down to “**October 2019 Meeting in Natural Bridge**”
- Select “**I-81 Study Project Prioritization**”

Staunton District Project Highlights

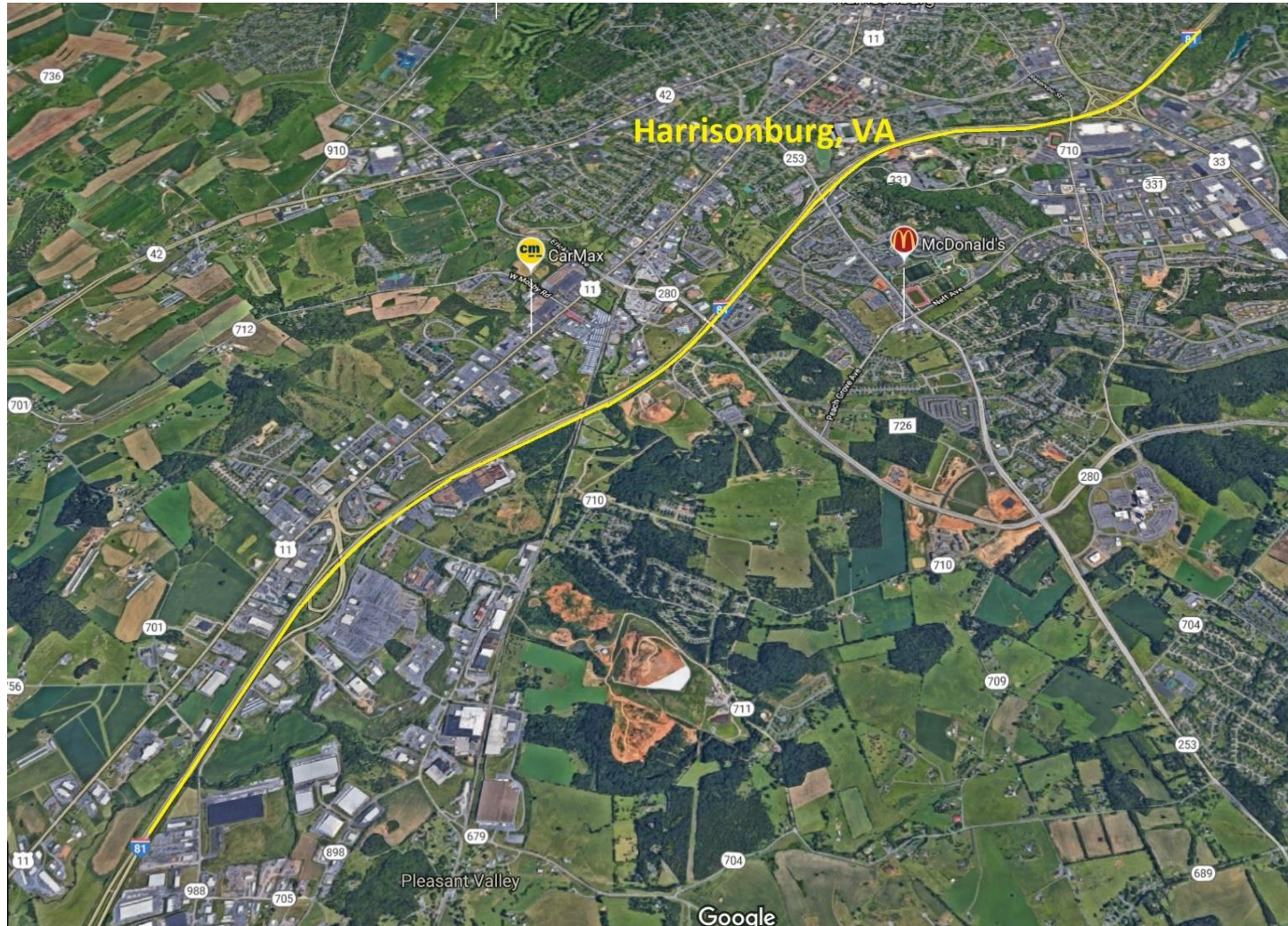
- Add southbound auxiliary lane between Exit 221 and Exit 220
- Widen northbound and southbound to three lanes between Exit 225 and Exit 221
- Add northbound truck climbing lane between MM 234 & 237.9
- Add southbound truck climbing lane between MM 238 & 235.6
- Widen northbound and southbound to three lanes between Exit 243 and Exit 248
- Widen southbound to three lanes between MM 300.1 and 296.7
- Widen northbound and southbound to three lanes between Exit 313 & Exit 317

I-81 Exit 221 and Exit 225 – Widen to three lanes



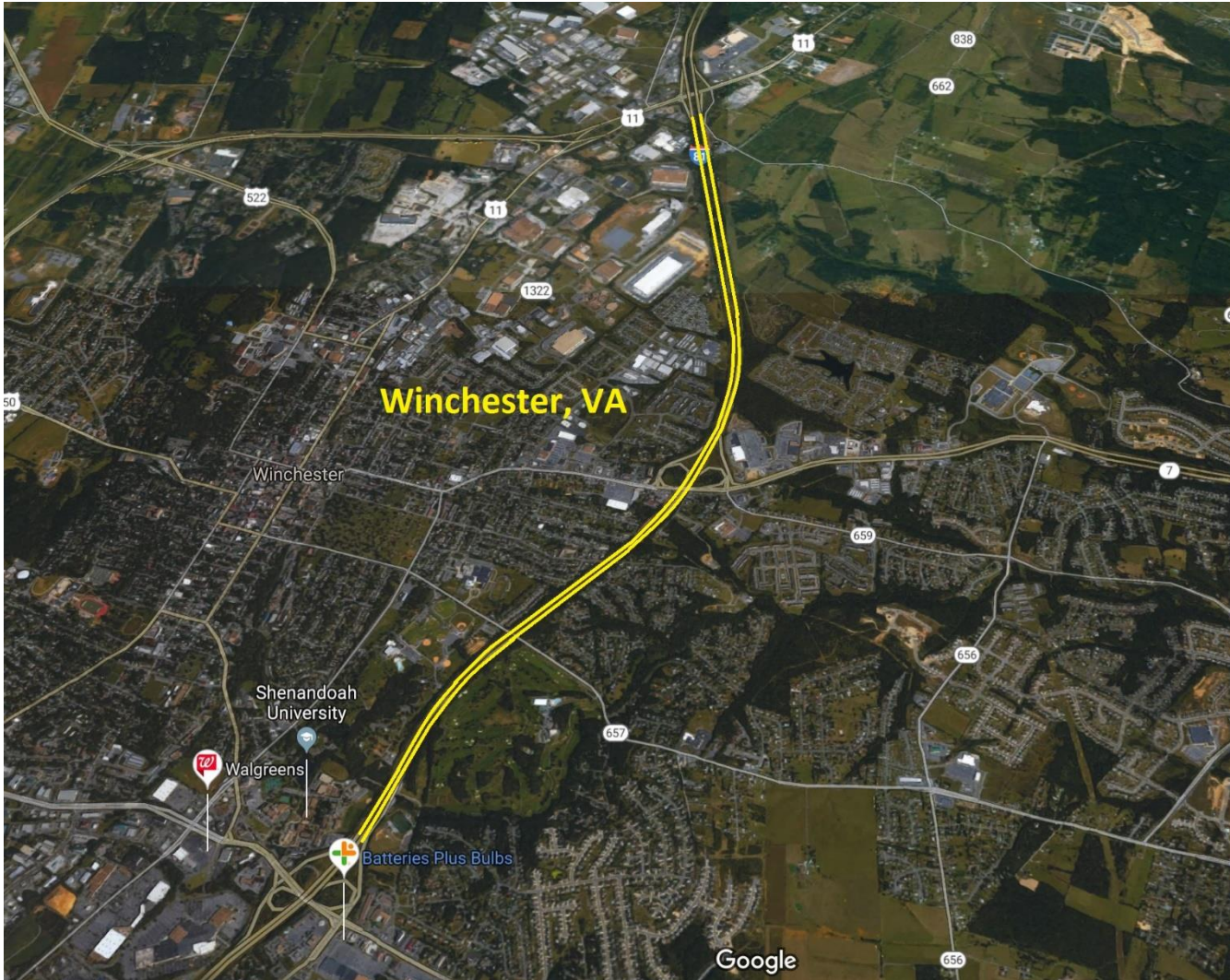
- Through Staunton, VA
- Approximately 7 Lane-miles of widening
- Connects to System-System interchange with I-64
- Estimated value = \$140M
- Currently advertised for design

I-81– Exit 243-248 – Widen to three lanes.



- Through Harrisonburg, VA
- Approximately 12 Lane-miles of widening
- Major interchange with Route 33
- James Madison University on both sides of I-81
- Estimated value = \$271M

I-81– Exit 313-317 – Widen to three lanes.

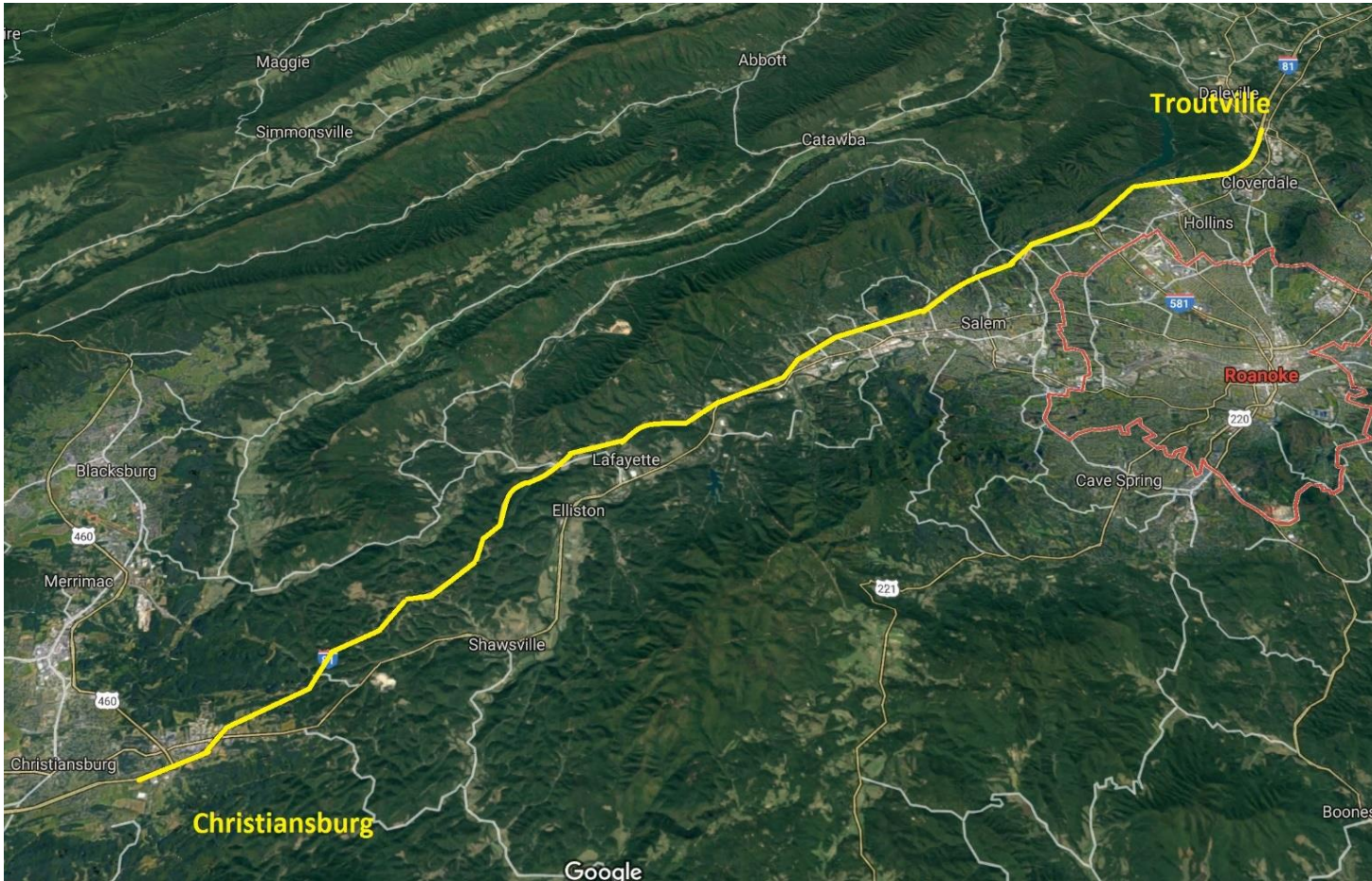


- Through Winchester, VA
- Approximately 8 Lane-miles of widening
- Major interchanges at Routes 50, 7, and 11.
- Shenandoah University on both sides of I-81
- Estimated value = \$204M

Salem District Project Highlights

- **Widen northbound to three lanes from MM 119 to Exit 128**
- **Widen northbound to three lanes from Exit 128 to Exit 137**
- **Widen northbound and southbound to three lanes from Exit 137 to Exit 141**
 - Links up with SMART SCALE funded improvements from 141 to 143
- **Widen northbound and southbound from MM 144 to Exit 150**

I-81– MM 116 to MM 151– Widen to three lanes.

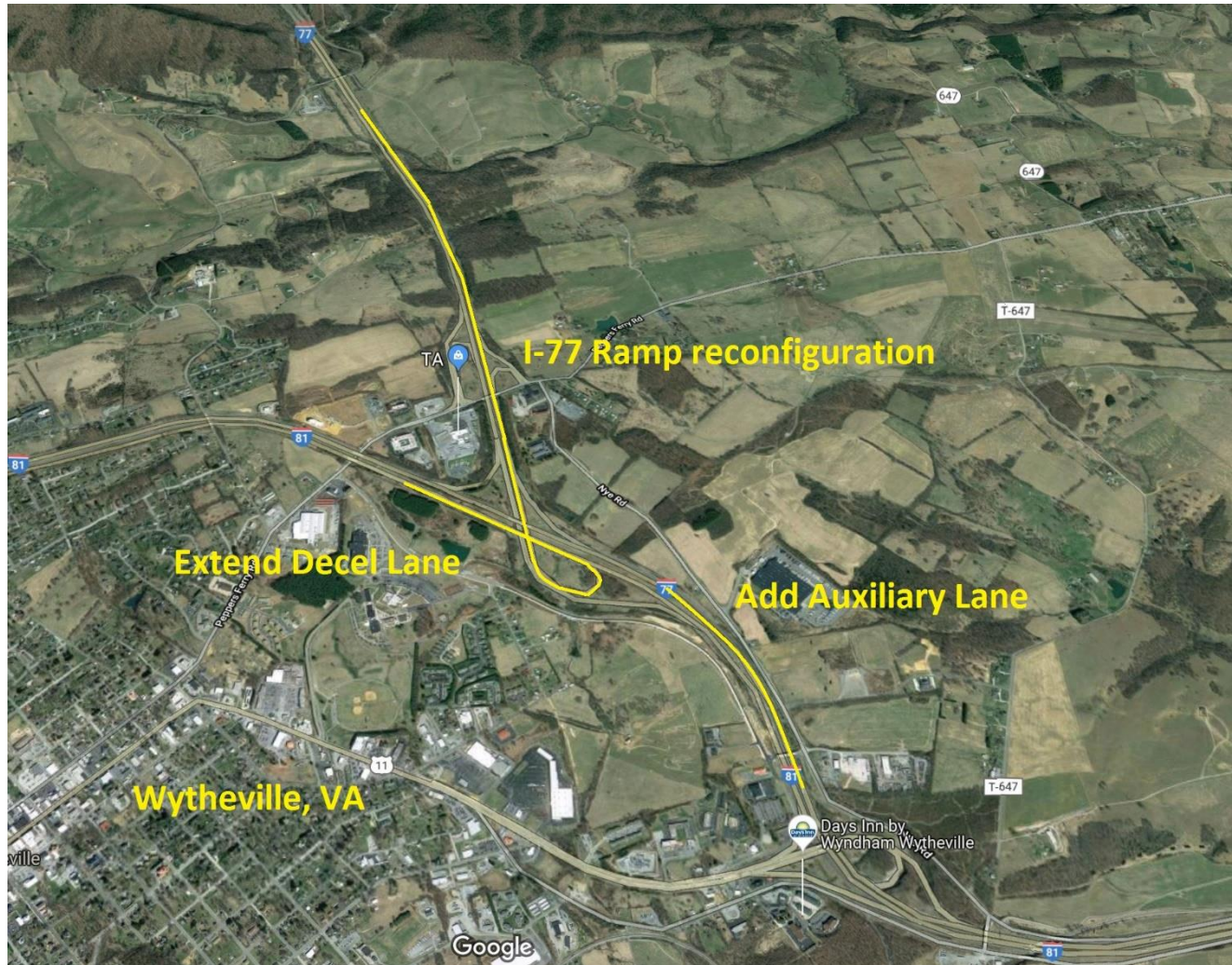


- From Christiansburg to Troutville
- 43.1 Lane-Miles of widening
- System-System interchange with I-581
- Estimated value = \$848M

Bristol District Project Highlights


- Widen southbound to three lanes between Exit 10 and Exit 7
- Add northbound truck climbing lane from Exit 32
- Add a southbound truck climbing lane between MM 34 and MM 33
- Add northbound truck climbing lane from Exit 39
- Add SB auxiliary lane between Exit 54 and Smyth Safety Rest Area
- Add SB auxiliary lane between Exit 40 on I-77 and Exit 72 on I-81 and extend acceleration lane
- Add SB auxiliary lane between Exit 73 and Exit 72

I-81– I-77 System-System Interchange Improvements



- Improve operational and safety characteristics of I-81/I-77 Interchange
- Major System-System Interchange.
- Three projects – decal extension, ramp re-configuration, auxiliary lane improvements
- Estimated value = \$75 M

Questions?



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

**Interstate 81 Corridor
Improvement Fund and Program**

Nick Donohue
Deputy Secretary of Transportation
April 9, 2019



Governor Northam's Amendments

- Recommended 28 line amendments to both HB2718 (Landes and Austin) and SB1716 (Obenshain and Carrico)
 - Increase in statewide truck registration fees
 - Impose a 2.1% regional fuels tax along 81 corridor
 - Increase in statewide diesel and road taxes
 - Technical amendments
 - “Kill switch” provision
 - NVTATechnical amendments

Overview of Amendments

- Raises both statewide and regional revenues
- Statewide revenues are distributed based on of truck miles traveled on Interstate highways
 - 41.0% to Interstate 81 corridor
 - 17.9% to Interstate 95 corridor (outside NOVA)
 - 12.6% to Interstate 64 corridor
 - 9.1% to the Northern Virginia Transportation Authority
 - 19.4% for other improvements to Interstate highway corridors

FY 2020 – 2025 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan

FY 2020 CTF and VDOT Budgets

| Laura Farmer, Acting Chief Financial Officer

June 18, 2019

Revenue Estimates for Chapters 837/846 (HB 2718/SB 1716)

| <i>(in millions)</i> | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | TOTAL |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Truck Registration Fees | \$76.0 | \$76.0 | \$76.0 | \$76.0 | \$76.0 | \$76.0 | \$456.0 |
| Road Tax and Diesel Tax | 35.8 | 88.3 | 156.2 | 159.4 | 156.0 | 158.2 | 753.9 |
| Regional Fuel Tax | 55.0 | 60.7 | 61.3 | 61.3 | 61.2 | 61.8 | 361.3 |
| TOTAL | \$166.8 | \$225.0 | \$293.5 | \$296.7 | \$293.2 | \$296.0 | \$1,571.2 |

Allocation of Revenue for Chapter 837/846 (HB 2718/SB 1716)

| (in millions) | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | TOTAL |
|---|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Interstate 81 (Regional Fuel Tax) | \$55.0 | \$60.7 | \$61.3 | \$61.3 | \$61.2 | \$61.8 | \$361.3 |
| Interstate 81 (43.4%) | 48.5 | 71.3 | 100.8 | 102.1 | 100.7 | 101.6 | 525.0 |
| Northern Virginia Transportation Authority (8.4%) | 9.4 | 13.8 | 19.5 | 19.7 | 19.4 | 19.6 | 101.4 |
| Interstate 95 (17.3%) | 19.3 | 28.4 | 40.1 | 40.7 | 40.1 | 40.4 | 209.0 |
| Interstate 64 (11.7%) | 13.1 | 19.2 | 27.1 | 27.5 | 27.1 | 27.4 | 141.4 |
| Interstate Improvements (19.2%) | 21.5 | 31.7 | 44.8 | 45.4 | 44.7 | 45.1 | 233.2 |
| TOTAL | \$166.8 | \$225.0 | \$293.5 | \$296.7 | \$293.2 | \$296.0 | \$1,571.2 |

Ratio of the vehicle miles traveled by vehicles classified as Class 6 or higher by the Federal Highway Administration to the total vehicle miles traveled on all interstate highways in the Commonwealth by vehicles classified as Class 6 or higher by the Federal Highway Administration (2017 Data)



Truck Registration Fees

(58.1-697.2)

- Increases maintain Virginia's progressive fee structure
- Captures both in-state and interstate trucks through International Registration Plan
- Increases bring Virginia more in-line with other I-81 corridor states
- Fees for farm vehicles remain ½ of the fee for heavy trucks as of January 1, 2019

2.1% Regional Fuels Tax

(58.1-2295.1)

- Applies in Planning District Commissions in which Interstate 81 is located
 - PDCs 3, 4, 5, 6, and 7
- Functions the same as the regional fuels tax in Hampton Roads and Northern Virginia
- 100% of revenues are deposited in Interstate 81 Corridor Improvement Fund

Road Tax

(58.1-2701)

- Road Tax is a surcharge on diesel fuel paid by trucks through International Fuels Tax Agreement that—
 - Have two axles and weight greater than 26,000 pounds
 - Have three or more axles
 - Are combination vehicles with a weight greater than 26,000 pounds
- Current rate is \$0.035 per gallon

Road Tax

(58.1-2701)

- Starting July 1, 2019 the rate will be \$0.01125 times the average fuel economy for heavy trucks
 - Current average mpg is 6
 - $6 \times \$0.01125 = \0.0675 per gallon
 - An increase of \$0.0325 per gallon
- Starting July 1, 2020, rate will be \$0.0225 x average mpg
 - $6 \times \$0.0225 = \0.135 per gallon
 - An increase from current rates of \$0.10 per gallon

Diesel Tax

(58.1-2217.1)

- Amendments impose an additional diesel tax at the wholesale level of 2.03%
 - Results in an \$0.068 increase in diesel tax rate
- Starts July 1, 2021
- Includes the floor from HB2313 (2013)

Interstate 81 Corridor Improvement Fund and Program

(33.2-3601 and 33.2-3602)

- Moneys may only be used for capital, operating and other improvement costs identified in an adopted Interstate 81 Corridor Improvement Plan
- Board must, starting July 1, 2020, annually update and adopt the 81 Corridor Improvement Program
 - Must consult with Interstate 81 Committee and review their recommendations
 - Must report on status and effectiveness of projects

Interstate 81 Corridor Report

(33.2-3602 D)

- Board must report to the General Assembly by December 15 each year on—
 - Safety and performance of Interstate 81
 - Assessment of effectiveness of the operational strategies and capital projects implemented through the Program
 - Status of projects funded through the Program
 - Current and projected balances of the Fund

Interstate 81 Committee

(33.2-3603)

- **Board must establish Interstate 81 Committee**
- **15 voting members and two ex-officio**
 - 5 planning district commission chairs
 - 4 members of the House of Delegates
 - 3 members of the Senate
 - 3 CTB members from Bristol, Salem and Staunton
 - VDOT Commissioner and DRPT Director ex-officio
- **Required to hold 4 public meetings each year**

Committee Members

General Assembly Members:

Senator Bill Carrico, R-Grayson

Senator John Edwards, D-Roanoke

Senator Mark Obenshain, R-Rockingham

Delegate Terry Austin, R-Botetourt

Delegate Chris Collins, R-Frederick

Delegate Chris Hurst, D-Blacksburg

Delegate Tony Wilt, R-Rockingham

Ex-Officio Members:

Stephen Brich, VDOT Commissioner

Jennifer Mitchell, DRPT Director

Commonwealth Transportation Board Members:

F. Dixon Whitworth, Jr. - Staunton District

Jerry Stinson – Bristol District

Raymond Smoot – Salem District

Chairman, PDC's:

Mount Rogers Planning District Commission (PD3) - Chair: Tim Reeves

New River Valley Regional Commission (PD4) - Chair: Michael Harvey

Roanoke Valley-Alleghany Regional Commission (PD5) -
Commission Member: Bill Bestpitch

Central Shenandoah Planning District Commission (PD6) - Chair: Frank Friedman

Northern Shenandoah Valley Regional Commission (PD7) - Chair: Dennis Morris

Interstate 81 Committee

(33.2-3603)

- Purpose is to provide advice and recommendations to the Board—
 - Development of the Program
 - Updates to the I-81 Corridor Improvement Plan
- Committee shall review the Interstate 81 Corridor Improvement Plan as it relates to project prioritization and funding options
 - Must report to the General Assembly and Governor by December 15, 2019 on recommendations

Interstate 81 Corridor Improvement Plan

(33.2-3604)

- Requires the Board to regularly update the Plan and establishes requirements for such updates—
 - Needs assessment
 - Solutions identification
 - Prioritization of potential solutions
 - Incident management and truck parking
- Moneys in the Fund can only be used for items included in the Plan